

# EATH-TRAP TUNNEL MUST BE MADE SAFE AT ONCE.

all—meaning the brakes.  
 "How fast were you going?"  
 "About twenty-five miles an hour."  
 "Did the train slow down?"  
 "Yes, sir, it did."  
 "When you saw the red light how fast were you going?"  
 "About twenty miles an hour."  
 "What did you do when you saw the red light?"  
 "I hollered 'Red.' Then I got a flash of the tail lights of the New Haven train and I didn't wait."  
 "Where did you get?"  
 "Back for the tender."  
 "You didn't want to get pinched when the crash came?"  
 "After the crash where were you?"  
 "Lying on my stomach on the water tank."  
 "Where was the engineer?"  
 "In the cab."  
 "What did he say?"  
 "He said something about the fact that he had done it, or something like that."  
 "Didn't you ask him how he came to run by the signal?"  
 "No, sir. I told him I had hollered 'Green.' He said he didn't hear me."  
 "Is that all you said to him?"

Jerome Gets Excited.  
 Miles Bronson, Superintendent of the Harlem Division, explained the appointment of engineers, the qualifications necessary and the methods of examination.  
 "You are the young man who climbed into the engine of the Harlem train and applied the brakes the morning I was in the tunnel?"  
 "Yes, sir."  
 "Did you make an investigation?"  
 "Yes, I saw Wisker in the engine of the train. I asked him why he hadn't stopped the train and he said he had not seen the green light. I asked him if he had heard the torpedo and he said he had. I asked him if he had put on the brakes and he said he had. That was about all."

"Didn't you get more particulars?"  
 "No, I learned what I wanted to know by these questions."  
 The witness was a bit supercilious and evasive in his manner and it angered the District Attorney. After vainly endeavoring to drag out of Bronson what had passed between Wisker and himself in the cab, Mr. Jerome said with some heat:

## Talks of Slipshod Methods.

"See here, sir, what are you trying to conceal? The impression that this inquiry has made on my mind is that no one has any responsibility whatever for the conduct of the New York Central Railroad. It has the most disreputable, slipshod methods of doing business that I ever heard of."

"No decent firm would be conducted in this manner. If there was any one there with a reasonable degree of intelligence, he might be able to get at the truth of this matter. I cannot understand the apparent unwillingness of witnesses to explain certain things we wish to know."

Lawyer Paulding, who represents the remarks, protested against Mr. Jerome's remarks. He said the railroad had done everything in its power to furnish him with all available evidence. Mr. Jerome smiled and said:

"Well, I'll withdraw my remarks."

Mr. Jerome then tried to squeeze a bit more out of the witness, but gave it up as a bad job.

Sam Wisker, the master mechanic, testified that engineers are examined by a printed qualification form which is about one hundred questions. It was in the tunnel on the day of the accident and said that at Mr. Jerome's suggestion he had the brakes applied on the Harlem train.

"Did they set?"  
 "Perfectly, with a pressure of about twenty pounds."

## Car Wrecked on Old One.

Spencer T. Case, master car builder of the New York Central Railroad, corroborated the testimony of the second witness regarding the setting of the brakes.

"You saw the wreck?"  
 "Yes, sir, I did."

"How old was the car that was wrecked?"  
 "About eight or ten years I should say."

"Has car building improved since then?"  
 "Yes, sir."

"Well, then, since the accident, it is to be expected that the car has been wrecked and telegraphed?"  
 "I don't think it would."

"Do you know of cars with safety devices?"  
 "Yes, sir."

"Are there not cars with steel frames longitudinally underneath to prevent telescoping?"  
 "Yes, there are. The Empire State express has them."

Mr. Jerome then inquired the fact that the private cars of the railroad and presidents were much safer than the others.

## Safety at Small Expense.

"What would be the additional cost of a car strengthened in this manner?"  
 "About 10 per cent."

"Then for an additional cost of 10 per cent, any car on the Central road could be made as safe as that in a collision such as that of Jan. 8, no loss of life would result?"  
 "I believe so."

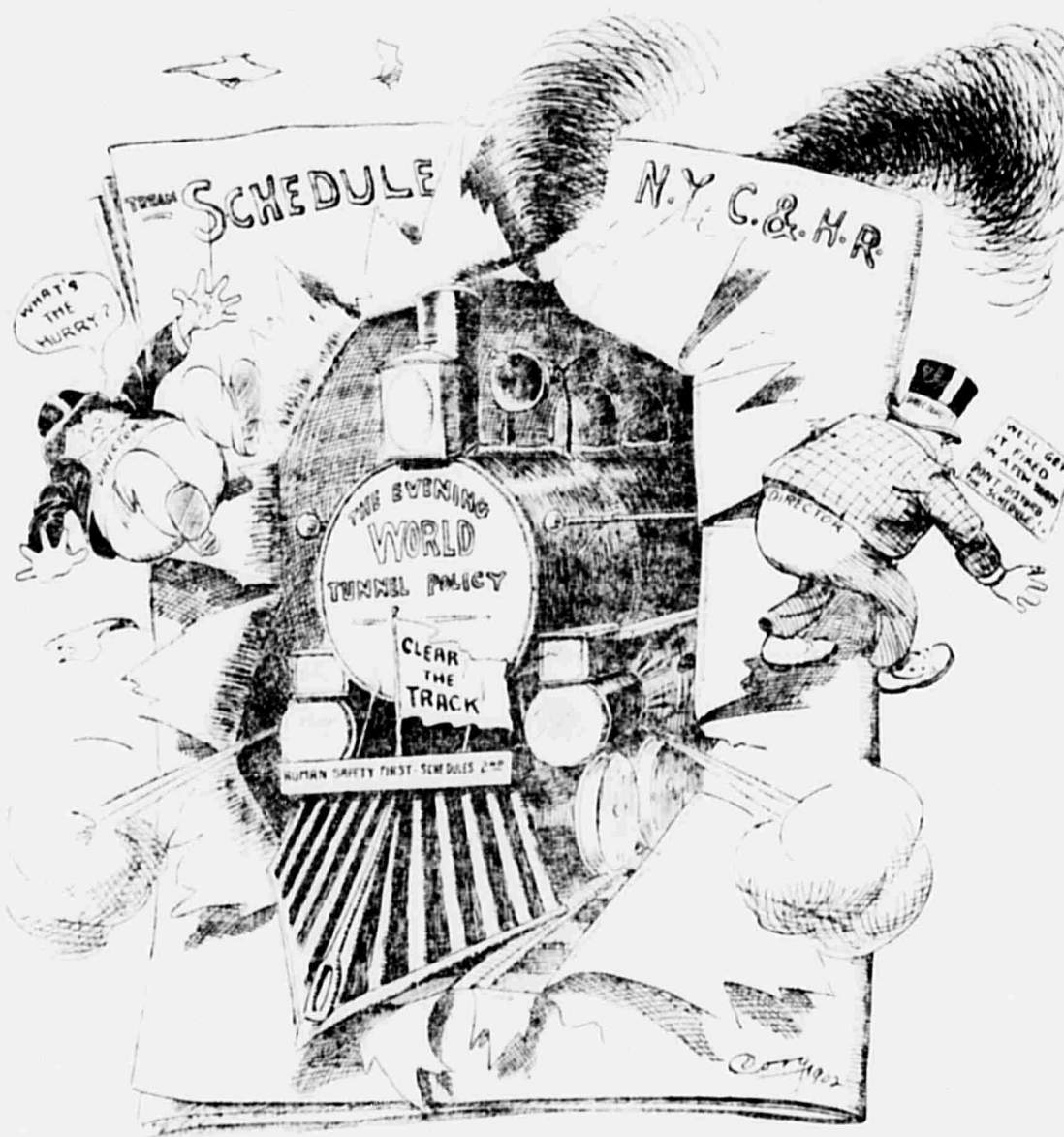
"What proportion of safe cars are operated on the Central road?"  
 "About one-fifth."

"And on the Harlem road, I mean those with strengthened frames?"  
 "None."

## WORLD WANTS ARE LIKED BY ALL.

802 Paid Help Wants in this morning's World.  
 BUT  
 273 Paid Help Wants in the 13 other N. Y. papers combined.

AGENTS 15  
 APPRENTICES 15  
 ARTIFICIAL 15  
 BORN 15  
 BOOKBINDERS 15  
 BOOKKEEPERS 15  
 BOYS 15  
 CANNERS 15  
 CHAMBERMAIDS 15  
 CLERKS 15  
 COMPOSITORS 15  
 COOKS 15  
 CROCHETERS 15  
 CUTTERS 15  
 DRESSMAKERS 15  
 DRIVERS 15  
 DRUG CLERKS 15  
 ELEVATOR 15  
 EMPLOYMENT 15  
 FLOWERS 15  
 FURNITURE 15  
 GARDENERS 15  
 GENTS 15  
 HOUSEWORK 15  
 JANITORS 15  
 KITCHENWORK 15  
 LAUNDRESS 15  
 MACHINISTS 15  
 MECHANICS 15  
 MILLINERS 15  
 NEWSPAPERS 15  
 NURSES 15  
 OPERATORS 15  
 PLUMBERS 15  
 PRESIDENTS 15  
 SALESLADIES 15  
 SALESMEN 15  
 SHOEMAKERS 15  
 STEW HANDS 15  
 TAILORS 15  
 TUCKERS 15  
 USEFUL MEN 15  
 WAITERS 15  
 WAITRESSES 15  
 MISCELLANEOUS 15  
 TOTAL 15



As we said before, we are sorry about the schedule, but public safety demands the adoption of the tunnel block plan at once! The schedule can be arranged afterward.

## TESTIMONY OF SPENCER T. CASE.

(Master Car Builder of the New York Central.)

Q. Are there not cars with steel frames longitudinally underneath to prevent telescoping? A. There are. The Empire State Express has them.

Q. For an additional cost of 10 per cent, could any car on the Central road be made so safe that in a collision such as that of Jan. 8 no loss of life would result? A. I believe so.

Q. What proportion of safe cars are operated on the Central? About one-fifth.

Q. And on the Harlem line? A. None.

## Mr. Wisker Was Chosen.

Michael Sherwood, engine dispatcher at New Haven, said that the signalman at the New Haven station was chosen because he was the only one who was competent.

"He had never been through the tunnel before," Mr. Sherwood said.

"He was a man," Mr. Sherwood said.

"He was an engineer," Mr. Sherwood said.

"He was his first trip," Mr. Sherwood said.

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## ALL ARE SIGNING WORLD'S PETITION.

Thousands of commuters who are forced to brave the dangers of the tunnel take a day in coming to and going from their business places in this city are today signing the petition to the State Railroad Commission for the adoption of The World's plan to make the tunnel safe at once.

Fifteen of the towns whose citizens daily pass through the tunnel are being canvassed. These towns include New Haven, Greenwich, Portchester, Rye, New Rochelle, Larchmont, Mount Vernon, White Plains, Peekskill, Poughkeepsie and others.

Commuters everywhere are enthusiastically in favor of The World's plan. At New Haven, every commuter on the morning train signed the petition. Reports from other towns show that the plan is being introduced everywhere. What the commuters want is the removal of the danger at once.

George Vanderbilt, on June 1 of last year, came to his home at No. 72 Cedar street, Greenpoint, and found the last of six nine children dead. He left the house with a heavy black mustache, and was at the time of his disappearance a black outway coat, light trousers and a derby hat.

The police have been asked to search for the missing man. His wife fears he has committed suicide.

Vanderbilt was an employer, thirty-seven years old, 5 feet 10 inches high, black hair and heavy black mustache, and wore at the time of his disappearance a black outway coat, light trousers and a derby hat.

Capt. Tilly received a telegram from Detective Kelly, in New Orleans, this afternoon, saying that Kern would return without extradition. The hearing in the case will take place Wednesday.

Extradition papers for Edward Kern, the "diamond" thief, being prepared at Gretna, La., are being prepared at the District Attorney's office today. They will be sent to Albany for the Governor's signature today and forwarded to Louisiana immediately.

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## SIGN THIS PETITION!

(Get Others to Sign It. Cut It Out and Mail It at Once to The World.)

To the Board of Railroad Commissioners of the State of New York—Ashley W. Cole, F. M. Baker and George W. Dunn:

WE, THE UNDERSIGNED, herewith petition you to adopt or cause to be adopted the plan proposed by the New York World providing that but one train at a time shall be permitted on any one track in the Park avenue tunnel, thus making the entire closed tunnel a single block of the signal system instead of four separate blocks, as now.

We urge the immediate adoption of this plan that the lives of many thousands of people who use the tunnel daily may be no longer jeopardized by the system which resulted in the death of seventeen persons and the serious injury of thirty-five more in the rear-end collision of Jan. 8 last—a system the amazing weakness and danger of which have been clearly shown by admissions of New York Central executive officials at the opening sessions of the Coroner's inquest into the cause and responsibility for the recent accident.

We unite in asking for prompt action on this relief plan, because the New York Central management has admitted through its authorized agents that the only plan it contemplates toward bettering tunnel conditions cannot be made effective in less than two and a half years, also because General Manager Franklin, of the New York Central, has testified under oath to facts that show the present method of running trains in the tunnel to be a constant menace to the lives of passengers.

In urging the immediate adoption of this plan to make the tunnel safe we wish to emphasize the fact that no other plan of any kind looking toward quick betterment of tunnel conditions has been proposed, and that this plan has been declared entirely feasible and practicable by the Hon. Chauncey M. Depew, Chairman of the Board of Directors of the New York Central Railroad, Gen. Samuel Thomas and other expert railroad men. It also has the unqualified endorsement of leading State, county and city officials and a large number of substantial citizens who have the best interests of the community at heart.

Signed:

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## ALDERMEN FAVOR PLAN TO MAKE TUNNEL SAFE.

James H. McInnes, Vice-President of the Board of Aldermen, will introduce at the meeting of the Board on Wednesday a resolution directing the Commissioner of Public Works to compel the adoption of the single-block system in the tunnel, by which there will never be more than one train on one track in the tunnel.

Alderman Franklin B. Ware, who introduced the resolution compelling the railroad company to adopt electrical power in the tunnel, says that he believes that his resolution should pass, for that as an immediate remedy of the existing dangers he favors The World's plan.

"It will take two or three years," says Alderman Ware, "to change the power. The World's plan looks feasible and I shall be glad to vote for the resolution unless a better solution is offered. The change in schedule suggested by Manager Franklin would concern only the commuters, and it is for them to say whether they regard a few minutes time as more valuable than risking their lives."

The following endorsements of The World's plan come from Aldermen who will consider the resolution on Wednesday:

ALDERMAN TIMOTHY P. SULLIVAN—"The plan suggested by The World would make the tunnel absolutely safe, and the city authorities should insist on its adoption."

ALDERMAN ISAAC MARKS—"I heartily commend the New York World for its suggestion in regard to improving the New York Central tunnel. Impossibility of accident and consequent loss of life is the main feature. Record me in the affirmative on the proposition."

ALDERMAN M. J. FORGES—"I am in favor of any plan which will prevent a repetition of such accidents as the recent one in the New York Central tunnel."

ALDERMAN W. WENTZ—"I am in favor of any method which will insure the safety of the thousands of people who daily pass through the tunnel. If the plan for making it safe by adopting the one-train-on-any-one-track system will render it safer I am in favor of that method."

ALDERMAN JOSEPH OATMAN—"I heartily endorse The World's plan as the only remedy for immediate safety for the public."

ALDERMAN JOHN L. GOLDWATER—"I believe The World's plan is so far proposed. Am certainly in favor of it since it is declared possible by the railroad officials and authorities."

ALDERMAN JOHN C. KILPATRICK—"I certainly approve of making the New York Central tunnel immediately safe if it is possible as suggested by The World."

ALDERMAN PETER HOLLER—"I certainly approve of making the New York Central tunnel immediately safe, and I am